What is claimed is:

1.   A method for operating an internal combustion engine with oil lubrication and electronic fuel injection,

wherein,

a flow of fuel mass (mkp_ausg) evaporating out of the oil is determined and taken into account in a determination of a setpoint injected-fuel quantity (rk_ev).

2.   The method as recited in Claim 1,

wherein,

based on the flow of fuel mass evaporating out of the oil (mkp_ausg), a flow of fuel mass (mkp_saugr) flowing into the intake manifold is determined and taken into account in the determination of a setpoint injected-fuel quantity (rk_ev).

3.   The method as recited in Claim 1 or 2,

wherein,

during operation of the internal combustion engine, a flow of fuel mass (mkp_i_oel) entering the engine oil is determined and, to determine this flow of fuel mass (mkp_i_oel), at least one of the following influencing variables is taken into account:

- Enrichment factors during start, a post-start phase, and/or warm-up (fst_w, fnst_w, fwl_w) of an internal combustion engine

- Engine temperature (tmot) and/or oil temperature (toel)

- Engine speed (nmot)

- Load value (rl)

- A component temperature in the intake port

- Temperature in the combustion chamber

- Fuel type (KS)

- An assigned lambda setpoint value (LS)

4.   The method as recited in at least one of the preceding Claims,

wherein,

at least one of the following influencing variables is taken into account in the determination of the flow of fuel mass (mkp_ausg) evaporating out of the engine oil:

- Oil temperature (toel)

- Oil temperature gradient over time

- Fuel mass in the oil (mk_i_oel)

- Fuel type (KS)

- Pressure in the crankcase (pk)

5.   The method as recited in at least one of the preceding Claims,

wherein,

at least one of the following influencing variables is taken into account in the

determination of the flow of fuel mass (mkp_ausg) entering the intake manifold:

- Pressure in the crankcase (pk)

- Pressure in the intake manifold (ps)

- Pressure upstream of a throttle valve (pu)

- Position of a crankcase ventilation valve (SKEV)

- Temperature of the engine oil (toel)

- Concentration of the fuel gases in the crankcase due to blow-by gases

6.   The method as recited in one of the preceding Claims,

wherein

a fuel mass (mk_i_ocl) contained in the engine oil is determined by taking into account

the flow of fuel mass (mkp_i_oel, mkp_ausg) entering the engine oil and evaporating

out of the engine oil.

7.   The method as recited in one of the preceding Claims,

wherein,

the flow of fuel mass (mkp_saugr) flowing into the intake manifold or the flow of fuel

mass (mkp_ausg) during evaporation is converted as a function of the engine speed

into an equivalent injected-fuel quantity and is subtracted from an uncorrected setpoint

injected-fuel quantity, the result being the corrected setpoint injected-fuel quantity rk_ev.

8.   The method as recited in one of the preceding Claims,

wherein,

if a second fuel type is also injected, a fuel mass in the oil is calculated for the fuel type

that was also injected.

9.   A control unit for an internal combustion engine,
wherein

it is programmed for use in a method as recited in one of the Claims 1 through 8.